

Meeting on 19 May 2016
Kauri Room, Hamilton City Council
Garden Place, Hamilton

Attending:

- Gerry Dance Principal Advisor Cycling, National Cycling Team, NZTA
- Kirsty Horridge Network Engineer, Hamilton City
- Tim Hughes National Traffic and Safety Engineer, NZTA
- Simon Kennett Senior Project Manager, National Cycling Team, NZTA
- Claire Sharland Asset Manager Transportation, Taupo District
- Jodie Lawson Sustainable Transport Team Leader, Rotorua Lakes
- Sandi Morris Transportation Planner, Palmerston North City
- Glenn Bunting Network Manager, NZTA
- Kylie Huard Senior Transportation Planner, Dunedin City
- Kathryn King Walking & Cycling Manager, Auckland Transport
- Ina Stenzel Principal Specialist – Walking and Cycling, AT
- Claire Graham Senior Specialist – Walking and Cycling, AT
- Nick Marshall Senior Roding Engineer, Whangarei District
- Steve Dejong Traffic Engineer, Christchurch City (from 10.20)
- Wayne Newman RCA Forum Research & Guidelines Group (secretary)

Apologies:

- Dougal List National Manager Cycling, NZTA
- Susan Lilley Transportation Planner, Dunedin City
- Clare Cassidy Planning Engineer, Transport, Tauranga City
- Richard Bean Senior Engineer, NZTA
- Nathaniel Benefield Lets Go Project Manager, New Plymouth District
- Paul Barker Safe and Sustainable Transport Manager, Wellington

ACTIONS

- Claire Graham - AT pavement marking designs trials must proceed without inclusion of the chevron directional element.
- Kathryn King - arrange a special AMIG workshop within the 2WalkandCycle Conference with Tyler Golly and Ryan Martinson.
- Tim Hughes - report to the next meeting on use of schedules with bylaws.
- Tim Hughes - report to the next meeting on amending TCD Manual to recommend marking all cycle lanes with broken yellow lines beside the kerb.
- Gerry Dance - follow up invitations to Hutt, Whangarei, Whanganui, Napier and Gisborne.
- Gerry Dance - send invite to Alec Finn at Thames Coromandel District Council to join the group.
- Gerry Dance to confirm venue and date for August meeting.
- Gerry Dance – confirm if it might be possible for the AMIG Dunedin meeting in November to be held back-to-back with UCP group meeting.
- Wayne Newman - invite IPENZ to nominate representative.
- Wayne Newman – put feedback on the guidelines on the framework and input on what has worked well as a standing item for the agenda of future meetings.
- Wayne Newman – propose to Shared Footpaths group that Dr Shane Turner should become engaged in the group’s activities.
- Wayne Newman – put on the agenda for the next meeting consideration of markings for signalised and unsignalised cycle-only crossings and unsignalised pedestrian-only crossings.

AGENDA – MAIN ITEMS

- 1.** Introductions, apologies and emergency briefing
- 2.** Actions from last meeting
- 3.** Updates
- 4.** Signage
- 5.** Shared Footpaths report
- 6.** 2016 Work Programme
- 7.** Technical workshop
- 8.** Other business
- 9.** Next meeting

NOTES

1. Introductions, apologies and emergency briefing

Nick Marshall and Jodie Lawson were welcomed. Apologies were noted. Kirsty Horridge welcomed the group and provided the emergency briefing.

2. Actions from last meeting

- a. Follow up invitations to Hutt, Whangarei, Whanganui, Napier and Gisborne: Gerry Dance reported no response to date from Napier, Whanganui and Gisborne; he will follow up, starting with Simon Cager at Hutt.
- b. Participation of professional sector: Gerry Dance reported on discussions with Glen Koorey regarding the means to ensure that the professional sector is informed; Wayne Newman will invite IPENZ only to nominate one representative.
- c. Launch of interim cycling network design hub: taken under 3(a).
- d. Reviewed CCC and AT pavement marking designs: Claire Graham reported that the markings for Beach Road had been revised and enlarged, in the designs circulated prior to the meeting; it will be necessary to seek an extension of time for the trials.

Glenn Bunting noted that the trial is to identify a marking able to be used to replace signs. Christchurch has replicated the signs while AT has added a directional element. The question was whether the Gazette notice allowed the chevron directional element. The blended symbol is a single marking, which is appropriate to the location, but combines the two official symbols without loss of clarity. Whether this clarity can be maintained through successive remarking is a separate issue. However, the chevron is not an official directional marking in Schedule 2 and so does not meet the requirements of the approval for these trials. The trials must proceed without inclusion of the chevron directional element.

- e. Grafton Bridge trials and taxi and bus overtaking behaviours: (open).
- f. Current signs being used for controlling behaviour on shared facilities: Nathaniel Benefield had previously circulated three “bus back” signs used by New Plymouth to encourage better behaviour; these were taken as read.
- g. Allowing under-12 year olds to ride on footpaths: Simon Kennett noted that the average cyclist speed on a footpath, at 11kmph, is 10kmph slower than the average cyclist speed on cycle paths; discussion around the table confirmed that almost all members who are parents would encourage their children to ride on the footpath and would accompany them; amending the rule to allow cyclists under 12 and cyclists over 12 who are accompanying a cyclist under 12 to ride on footpaths would only add complexity and practical difficulty to a rule already little observed.

- h. Amended proposed Hook Turn sign: Simon Kennett reported that tests of user understanding of four variations of the proposed Hook Turn sign had confirmed that the version using two arrows is the best-understood; this version will be proposed for adoption to the TCD Steering Group.
- i. Proposals for a cyclist Barnes dance: Claire Graham and Steve Dejong confirmed that they are still assessing suitable sites.
- j. Sites to undertake trials of cycle signals: Simon Kennett reminded the meeting that this action relates to testing supplementary small signals at cyclist eye height as well as directional arrows on cyclist signals; Steve Dejong reported that an Offer of Service had been received, but there is concern that the small trial size, with only two sites in Auckland and two in Christchurch, may be insufficient; it was agreed, as noted at the previous meeting, that the small cyclist signal is too small for any practical directional arrow to be included.
- k. Use of schedules with bylaws: Tim Hughes will report to the next meeting.
- l. Amending TCD Manual to recommend marking all cycle lanes with double yellow lines beside the kerb: Tim Hughes will report to the next meeting; double yellow lines refers to overseas practice and it was agreed that local usage would be “broken yellow lines”.
- m. Holding future meetings back-to-back with UCP group: Gerry Dance noted that this might be possible for the AMIG Dunedin meeting in November.

3. Updates

a. Cycling network and design framework

This designing and planning portal is now expected to be launched in time to coincide with the 2Walkand Cycle Conference in July. The framework has been created in two sections: planning and designing, and prompts have been inserted to return to selecting an appropriate design choice at critical stages. All guidelines on the framework will be uploaded as draft documents and will go through the ratification process before being added to the Register of Network Standards and Guidelines.

In the same way as the ratification process is designed identify local variations and innovations that are effective or not, the guidelines on the framework will require constant feedback and input on what has worked well. It was agreed that this shall be a standing item for the agenda of future meetings.

b. Sharrow usage guidelines

The legislation has been drafted and will be released for consultation soon, with the aim of the rule coming into effect in November. The TCD Steering Group will consider the guidelines on 13 June.

c. Pavement markings trials (taken under 2(d))

d. **TCD Manual review**

The review has been completed and the cycling content of Parts 4 and 5 has been shifted to the Cycling Network Guidance framework.

e. **Rural cycling safety improvements**

The report on the Waikato trial has been completed and will be seen by the Minister before its release. No further trials have been proposed.

f. **Cycling rules change**

The first tranche of rule changes for cycling are due to be released for consultation in June, with approval expected in September to allow the changes to come into effect in November. The first tranche includes the sharrow marking, twilight visibility improvements and keeping cycle lanes clear of traffic intending to turn left.

Research to support the second tranche of changes is progressing. Opus is investigating the minimum overtaking gap; a report is due in September. MWH (Dr Shane Turner) and ViaStrada are undertaking research on give-way rules including:

- giving pedestrians right-of-way over turning traffic when crossing side roads;
- giving cyclists right-of-way over turning traffic where separated cycling facilities cross side roads;
- allowing cyclists to use a left turning lane while riding straight ahead;
- allowing cyclists to undertake slow moving traffic;
- allowing cyclists to lane split when filtering to the front of a queue of traffic;
- allowing cyclists to turn left and/or ride across the top of a T-junction despite being faced with a red light.

Funding has been approved for e-Bike & other low-powered vehicles research and research on footpath cycling is likely later in 2016.

g. **Safety Audit and Network Functionality process**

At present only the safety of designs is being assessed. There is a need to consider the network function. There have been numerous delays in projects as a result of not assessing network functionality before going to consultation. "Bikelash" is too often merely the result of a failure to consider fully all of the effects of a proposal. A Network Functionality Audit approach still needs to be approved, but it should be complementary to the Safety Audit and Non-motorised User Audit.

4. Signage

a. **Cycle crossing signage** (Not taken)

b. **Times on signage**

Estimated time to destination is able to be shown on cycling wayfinding signage under Austroads NT1988. This presents a variety of practical

challenges: times tend to be estimated at an average speed of 15kmph, but this can vary greatly according to the number of interruptions in the journey and variables like gradient, surface and weather. Although the use of times might encourage cycling uptake, inclusion of times on directional signage was opposed when the Manual of Cycling Signage (based on Austroads) was developed by Christchurch, and this has been adopted as the national standard.

Auckland City has chosen not to follow the colours and style in the Manual of Cycling Signage and is rolling out a renewal of all signs across the city in a uniform rebranding, and this project includes times on cycling wayfinding signage. AMIG supports adoption of Austroads wayfinding signage allowing use of time to destination as an available alternative for signs.

- c. **Supplementary to GW sign at mid-block crossing (Not taken)**

5. Shared Footpaths report

The working group on shared footpaths has met. There is still a need to ensure a balance between representatives of various footpath user advocacy groups and representatives of RCAs. The group has shifted focus from a concern with different modes using footpaths to considering the function of footpaths within the network and assessing their performance.

The group has provided a summary for Forum members of the rationale and method for measuring network accessibility and participation levels by counting pedestrians and recording mobility-aid users, with counting sheets and a simple tool for calculating the percentage of mobility users the count should show to assist RCAs to prioritise investment. The Research and Guidelines Steering Group has approved funding for such counts to be done at three sites around Hamilton.

The working group has proposed further research on indicators to inform business cases, using the willingness to pay methodology, and exploring the value of a trip to different groups of people.

Although the initial spur to establishing the group was the announcement of NZPost's intention to use delivery vehicles on footpaths, the group was advised that there was not a single complaint from any footpath user in the trial area in New Plymouth regarding these devices. NZPost is to be asked to present to the group, explaining their H&S package, operating guidelines and monitoring procedures.

The group retains concerns that many authorities appear willing to trade an improved safety for one group of network users against a reduced safety for another group of network users, and will look at the effects of this approach and its social and economic costs. Sandi Morris proposed that Dr Shane Turner should be engaged in the group's activities.

6. 2016 Work Programme

The agreed priorities for 2016 remain:

- delineators and separators, including vertical posts and appropriate spacings;
- determining a maximum number of private access crossings of a bike facility or the maximum number of entries off a shared path before the levels of service become unacceptable;
- understanding the priorities at work within intersections;
- resolving the conflict at bus stops to determine whether the pedestrian is crossing a cyclist facility or a cyclist is crossing a pedestrian facility must be a priority; and
- developing guidelines on good practice in designing or adopting shared paths.

7. Technical workshop

a. Shared crossings (Not taken)

b. Markings at cycle crossings near pedestrian crossings

Steve Dejong presented a situation where pedestrians were using a cycle crossing and not having enough time to cross. He proposed that dashed 1 in 3 lines with green inside white be used to mark signalised cycle-only crossings. Claire Graham reported that AT use solid white lines to indicate both pedestrian-only and cycle-only crossings, as this complies with the legal requirement.

Tim Hughes noted that no marking would dissuade pedestrians from using a cycle-only crossing where they perceived the pedestrian-only crossing to offer a markedly lesser level of service or to fail to meet desire lines. The meeting agreed that the question of whether signalised and unsignalised cycle-only crossings needed to be differently marked and, if so, whether “elephant’s feet” markings might be used for unsignalised cycle-only crossings, would be put on the agenda for the next meeting.

8. Other business

Sandi Morris proposed that Alec Finn at Thames Coromandel District Council be invited to join the group. Gerry Dance to send invite.

Kathryn King proposed arranging a special AMIG workshop within the 2Walkand Cycle Conference with Tyler Golly and Ryan Martinson of Stantec, Canada. This was agreed.

9. Next meeting

Sandi Morris is unable to host the next meeting and it was agreed that Wellington is a more convenient venue for all members. Gerry Dance to confirm venue and date for August meeting.